

August 18, 2007

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Surface Transportation Board
Case Control Unit
395 E Street SW
Washington, DC 20423

STB Finance Docket No. 34075

Attention: Phillis Johnson-Ball,

We are responding to a letter we received dated June 29, 2007 regarding the Surface Transportation Board and their request for comments concerning the Central Utah Rail Project.

As you know we have commented before several times because of issues affecting our family in relation to this rail road being constructed.

- Our choice to move to this exact location was not for a job, or to join other family members, it was for one reason and one reason alone, to provide a safe environment for our children. Building a rail line 125 feet west of our property line robs our entire family of safety.

We have 3 autistic children in our home that are in the highest risk regarding this rail line. You were only aware of our twins in prior correspondence, our youngest daughter had not yet been born at the last Rail meeting. She also has autism spectrum. This rail issue has become a deep threat especially to the lives of our special needs children and we have no choice but to take this very seriously.

In reviewing your Environmental Analysis book we noticed that you have mentioned only 3 options. Alternative A, Alternative B, and Alternative C. Our question to you is what happened to Alternative B1? (That would be the rail line between B and C in case you forgot). We are enclosing a copy of a map you sent us on May 14, 2004 to let you know we haven't forgotten it.

In reading through your book it basically states reasons why you can't build Alternative C with all the "Studied Material" and reasons it won't work. It also states all the "Pros" for Alternative B and why it is the best choice.

The bottom line is you have two other options to build in addition to Alternative B. One which you eliminated entirely from your paperwork, Alternative B1. And the other Alternative C which you don't want to use. Anyone can manipulate words on paper to make something Black look White and vice-versa. In fact people are paid to do just that, so they can get what they want. We call that manipulating the system. It's done all the time.

There have been claims that this rail line will be made in such a way that it won't have an impact on the environment. How can any rail line not have an impact on the environment? It has been stated that this railroad, and the train cars on it won't vibrate the ground, or make any noise. We have recently visited a rail line and it had just the opposite effect on us. The weight of the train cars alone can vibrate the ground, not to mention the cargo they are carrying. When trains cross roads they have to blow their horns by law, their horns are extremely loud even from a distance.

Shaking our house off its foundation is highly probable, not to mention our septic tank and private well. That pretty much makes our house unlivable by our definition. Your saying this won't happen does not comfort us in any sense of the word.

Your choice to go through with constructing Alternative B rail line in essence will cause our family life altering changes.

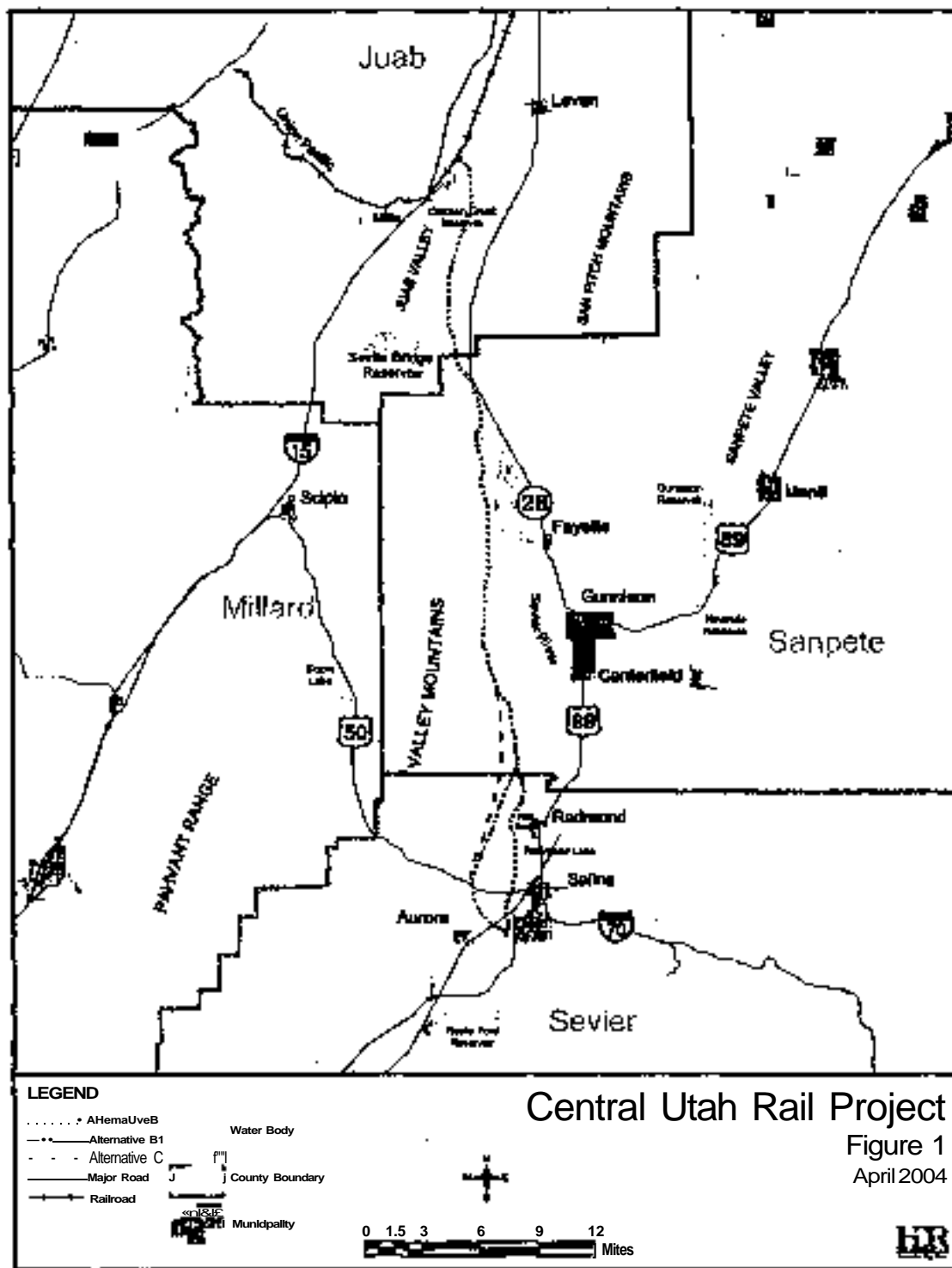
Children with autism have a very difficult time dealing with changes in their environment. Such as moving, changing teachers, doctors, etc.,. This is very traumatic in their lives according to specialists at Primary Children's Hospital as well as at Uni. at the University of Utah Hospital. Who is going to have to deal with our children's emotional needs when this arises? Autistic children are very sensitive to noise and become very agitated when noise levels increase.

In reading through your book and also newspaper articles, etc., there is a picture painted that makes this rail issue look a bed of roses and that the entire community wants it. The truth is there are only a very few who want it because they have a vested interest in it.

We are still opposed to the construction of Alternative B because it robs us of our Rights and Freedoms as American Citizens. You have known about our family circumstances from the very beginning of this Central Utah Rail Project, and you have not made any changes to alter anything to protect our children.

Larry & Barbara Gilbert

Handwritten signatures of Larry and Barbara Gilbert. The signature on the left is 'Larry Gilbert' and the signature on the right is 'Barbara Gilbert'.



line. After passing Redmond, the alignment would move eastward towards the center of the valley. The line would cross State Highway 50 on the west side of Salina City and continues southward crossing State Highway 118 (Old Highway 89) and the Sevier River. The alignment would move along the western side of some hills near the Salina industrial park and would terminate just before reaching Interstate 70 in an area known as Lost Creek, near Salina, Utah.



Alternative E1

Alternative B1 would also involve construction of approximately 43 miles of new rail line. Alternative B1 would follow the same alignment as Alternative B to a point north of the Redmond salt mines, where it would be located to the south-southwest of Alternative B. Alternative B1 would roughly run parallel to the Paiute Canal on the east side of the canal until a point just north of Route 50 where it would gradually curve eastward, crossing Route 50 and terminating at the proposed loading facility near the Salina industrial park.

Alternative C

Alternative C, the alternative suggested by landowners during the public scoping process, which may or may not be deemed a reasonable and feasible alternative would follow the same alignment as Alternatives B and B1 until a point about 4.5 miles north of the county line between Sanpete and Sevier Counties. Alternative C would diverge from the other alignments and run south on the west side of the Piute Canal about 0.5 to 1.0 mile west of Alternative B1. It would remain east of the existing high-voltage transmission line. Alternative C would then continue south, essentially parallel to and west of Alternative B1 and the Piute Canal, and would cross the Sanpete/Sevier County border. It would reconverge with Alternative B1 about 0.5 mile north of where Alternate B crosses Route 50, about 3 miles west of Salina.

An option proposed with Alternative C would be to locate the coal-loading facility on the north side of Route 50 near its intersection with State Route 256.

PARTICIPATION

Public Participation

As discussed above, SEA served a Notice of Intent in the Federal Register on September 30, 2003, announcing the start of the scoping process and the dates and times of public meetings. Additional methods used to notify the public of the scoping meetings included the following:

SEA placed paid legal advertisements in the following newspapers:

- The Salt Lake Tribune and Deseret News (statewide circulation) on October 16, 2003
- Sanpete Messenger (Manti) on October 16, 2003
- The Pyramid (Mt. Pleasant) on October 16, 2003
- The Richfield Reaper (Richfield) on October 16, 2003
- Salina Sun and Gunnison Valley News (Gunnison) on October 15, 2003